

LORD BALTIMORE AFLOAT

New Vessel Of Ericsson Line Sent Off The Ways.

MISS MARY MAULSBY SPONSOR

Provided With All The Latest Improvements And Will Run In Daylight Service To Philadelphia.

The Harlan & Hollingsworth Company yesterday sent overboard from its shipyard at Wilmington, Del., the second of a pair of beautiful sister ships, built expressly for service on one of the most pleasant day water routes out of Baltimore—that inaugurated several years ago by the Ericsson Line between Baltimore and Philadelphia. This second vessel was named Lord Baltimore and is a duplicate of the Penn, which was launched on May 2.

President Reid scheduled the launch for 12:30 P. M., and it was only 16 minutes later when the Lord Baltimore got into motion and slid into the waters of the Choptank.

Miss Mary Shriver Maulsby, daughter of Judge William P. Maulsby, of Frederick, Md., was the sponsor. On the platform with her stood Judge and Mrs. Maulsby, Miss Emily Maulsby and Mr. Hanson Maulsby; Mr. John Cadwalader, president of the Ericsson Line; Mr. John S. Brengle, director, and Mr. F. S. Groves, agent, all of Philadelphia; Mr. Clarence Shriver, agent, and Mr. C. W. Duff, cashier, both from the Baltimore office, and Mr. E. J. Codd, of E. J. Codd & Co., Baltimore; Chief Engineer George Drury, who has charge of the engine work on the ships; Mr. George Montgomery, port steward at Baltimore; Capt. Alexander McNamee, who is to command the Lord Baltimore; Captain Hopkins, of the United Fruit Company's steamer Admiral Farragut; Mr. John Inglis, of the New Jersey Steamboat Company; Mr. W. J. Dubois, of the American Mail Steamship Company, and F. W. Brasure, of the New York Central Railroad.

Miss Maulsby Has Firm Stroke.

Miss Maulsby performed the function of breaking the large bottle of champagne and spilling its contents over the bow of the vessel with a stroke that was said to have been acquired by her golf practice among the hills of Western Maryland, where she is regarded as a formidable opponent by those arrayed against her. She was complimented by the officials of the company, who remarked that at the christening of the Penn the young lady had to make three efforts to strike the steel prow before the glass was shattered in accordance with the words spoken at the ceremony.

Miss Maulsby was presented with a mammoth cluster of American Beauty roses by the builders, and the captive contents of the broken bottle incased in silk were attached to a handsome wooden shield, on which were recorded the name of the ship and of the builders and owners, the date of launching and the name of the sponsor. Miss Maulsby wore a white linen dress, trimmed in antique lace, and a picture hat, with ostrich plumes. Among her adornments was a handsome coral horseshoe, which the sponsor declared assured the Lord Baltimore success.

When the Lord Baltimore had been made fast to the wharf near the Penn President Reid and staff of the yard invited the guests to the office, where a collation was served. All the delicacies of the season, with substantials and wines, formed the menu. The builders and those interested in the two pretty steamers received the congratulations of those present.

Dimensions Of The Vessel.

The dimensions of the Lord Baltimore are: Length over all, 203 feet; length between perpendiculars, 190 feet; beam, 24 feet; draft, 9 feet, representing a displacement of 615 tons.

Graceful lines are reflected in the hull, which has been designed for strength and comfort. On the main deck forward will be an open space for the handling of lines and taking whatever cargo must be accommodated there as it is the intention to carry no cargo aft of the center of the inclosed part of the main deck from the forward engine room bulkhead. On the main deck will be the purser's office, social hall for men, rooms for officers and apartments for the crew, the latter being under the after end of the saloon deck. The galley will be on the main deck forward of the forward smokestack and is to be up to date in its appointments for gastronomic service.

Above this is the saloon deck, extending from the break of the inclosed cargo space backward to the stern, and acting as a shelter deck along the sides to the fantail of the main deck.

Along the center of the saloon will be five finely furnished staterooms on each side, with the dining room forward, brightened with windows all around. There will be seating space for 70 diners at one time, which number may be increased if necessary. The saloon aft will be a cozy corner with seats for a number of passengers, who can further disport themselves for comfort on the promenade deck above. This will be surrounded by a rail and provided with seats around the entire space, and the only part occupied will be the pilot house, with captain's room adjoining.

To Be Lighted By Electricity.

Electricity will be used for illumination. A powerful searchlight will be in the outfit and steam-steering gear of the latest type will be installed.

The vessel will be entitled to carry 900 passengers in the daytime, for which travel she is particularly intended. Her crew will consist of 30 officers and men.

The motive power is a four-cylinder triple expansion engine, the diameters of cylinders being 21 inches, 32 inches and two of 35 inches each, with a common piston stroke of 24 inches. The engine is to make about 210 revolutions a minute with an indicated horsepower of 2,000, the guaranteed speed being 19 statute miles an hour, but this will probably be exceeded. Four Almy water-tube boilers with 2,000 square feet of grate surface and forced draft through two smokestacks are calculated to give the vessel all the steam needed to make her a speedy craft. All auxiliary machinery is to be independent of the main engines, thus giving more reserve power for speeding the vessel. The bunkers are equal to 30 tons of coal, of which it is calculated 25 tons will be used on the trip from Baltimore to Philadelphia and return, leaving a good margin for any emergency. A feature in the machinery equipment will be the installation of a Cummins patent feed water heater which will deliver the water into the boilers at 350 degrees temperature. The hull is painted with the American standard composition, which is manufactured in Baltimore, as is the Cummins feed water heater.

Chief Engineer Drury's Idea.

The overhang of the stern is concaved, an idea of Chief Engineer Drury. It gives space for a larger propeller and at the same time does not crowd the shoe beneath. The propeller is of manganese bronze, eight feet in diameter.

It is expected that the Penn will be ready for a trial trip on June 20 and make her first trip from Philadelphia to Baltimore about July 1. The Penn is to be commanded by Captain Fowler, from the Anthony Groves, Jr. Mr. H. M. Stuart, representing the Almy Water Tube Boiler Works, of Providence, will be the chief engineer acting in the position of a guarantee official.